

REGENCY SUSPENSION BRIDGE  
Texas Historic Bridges Recording Project  
Spanning Colorado River at County Route 126  
Goldthwaite Vicinity  
Mills County  
Texas

HAER No. TX-61

HAER  
TEX  
167-GOLD.V,  
1-

BLACK AND WHITE PHOTOGRAPHY  
XEROGRAPHIC COPIES OF COLOR TRANSPARENCIES  
WRITTEN HISTORICAL AND DESCRIPTIVE DATA

HISTORIC AMERICAN ENGINEERING RECORD  
National Park Service  
Department of the Interior  
1849 C St., NW  
Washington, DC 20240

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**Location:** Spanning Colorado River at County Route 126, between Goldthwaite vicinity, Mills County, and San Saba vicinity, San Saba County, Texas.  
UTM: 14/514640/3474920  
USGS: Regency, Texas, quadrangle (1980).

**Date of Construction:** 1939.

**Designer:** Austin Bridge Company, Dallas, Texas.

**Builder:** Austin Bridge Company, Dallas, Texas.

**Present Owner:** Mills County and San Saba County.

**Present Use:** Out of service.

**Significance:** Spanning 340'-0" tower to tower, the Regency Suspension Bridge is one of five remaining suspension bridges in Texas. The bridge was built with mostly hand labor by area residents. Its 3 1/4"-diameter cables consist of 475 strands of No. 9 gauge galvanized wire anchored into concrete approximately 134 feet behind each welded steel tower. A 16'-0"-wide wooden roadway is supported on timber stringers and steel floor beams hung from steel suspension rods. This crossing of the Colorado River was built to reopen an important agricultural route and to link San Saba and Brownwood. The Regency Suspension Bridge was nominated to the National Register of Historic Places in 1976.  
Sources: T. Lindsay Baker, *Building the Lone Star State: An Illustrated Guide to Historic Sites* (College Station: Texas A&M University Press, 1986), pp. 203-205; "Regency Suspension Bridge," Mills County, Texas, National Register of Historic Places Documentation Form, 1976, U.S. Department of the Interior, National Park Service, Washington, D.C.

**Historian:** Estella M. Chung, August 1996. Revised September 1998.

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**Project Information:**

This document was prepared as a part of the Texas Historic Bridges Recording Project performed during the summer of 1996 by the Historic American Engineering Record (HAER). The project was sponsored by the Texas Department of Transportation (TxDOT).